

EGYPTIAN GOVERNMENT

C 16467

## MINISTRY OF COMMERCE AND INDUSTRY

**Offer for the Supply of Vehicles  
based on Spare-parts Manufacture  
in Egypt**

Price L.E. 2.

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1953

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## Circular Letter for Firms to submit Offers for the Supply of Vehicles based on a Spare-parts manufacture in Egypt

TO THE MANAGER,

SIR,

The present policy of the Egyptian Government is to make sure that spare-parts of vehicles used by the Government are manufactured locally. Accordingly, the Government will restrict the future supply of its vehicles, including those of the Armed Forces, to those firms who undertake the manufacture, in Egypt, of all spare-parts needed for the maintenance and reconditioning of their vehicles.

For a further study of this subject, a better understanding of its possibilities and to acquaint itself with the views of different firms, the Egyptian Government invites all those interested to send **WITHIN 4 MONTHS**, in sealed envelopes, **A PRELIMINARY OFFER** for the supply of the required vehicles and also the building up of spare-parts manufacture in Egypt.

The three main types of vehicles under immediate consideration are :-

(a) 5 cwt (1 ton), 4x4 military vehicles, the specifications of which are given in Appendices "D" and "E".

(b) 1 ton, 4x4 military vehicles, the specifications of which are given in Appendices "E" and "F".

(c) 3 ton, 4x4 military vehicles, the specifications of which are given in Appendices "G" and "H".

Firms are entitled to present offers for one or more of the above mentioned types. For purpose of standardization it is preferable that the three types should have as many interchangeable parts as possible. For each offer, an offer for the manufacture of its spare-parts is necessary.

Data required to be submitted by firms on all vehicles are given in Appendix "B", while general specifications and requirements for all military vehicles are given in Appendix "C".

In their offer on the manufacture of spare-parts, the firms are required to give complete information, as outlined in Appendix "A", on the following :-

(a) What spares the firm is ready to manufacture in Egypt.

(b) A time programme showing the different dates at which the actual manufacture of the different parts will start.

Firms whose preliminary offers are of interest to the Government will be asked for a more detailed and firm offer, and also to forward, within two months of notification, a sample of the vehicle or vehicles which are the subject of their offer in a condition ready for test. These samples will be put through a complete test as outlined in Appendix "I". It is to be understood that these samples will be returned, after testing, to the different firms in whatever state they may be without any obligation whatsoever on the Government's part for any damage or wear which may have happened during trial.

The Government will be glad to receive, with the preliminary offer, any suggestions which will help the manufacture of spare parts in Egypt, and will be ready to consider any proposals which will facilitate the job of the different firms, such as the assembly or even part manufacture of vehicles supplied to the Middle East.

The Government wishes to remind all firms that **ONLY** those who submit preliminary offers will be asked for a final offer.

Selection of firms to submit final offers will be based on the following:—

(1) The range of spare-parts the firm is ready to manufacture in Egypt, and the dates at which these manufactured parts will be available. Details of this item should be given very clearly as outlined in Appendix "A".

(2) The readiness of the different firms to expand their shops in the future to produce major parts of the vehicle so that a complete vehicle may eventually be manufactured in Egypt.

(3) The approximate prices of vehicles. This item, however, will be taken only as a guide, and will be of secondary importance in the preliminary offers.

It is to be understood that this circular letter and all subsequent negotiations and correspondence do not entail the Egyptian Government in any obligation whatsoever until such time when a contract is finalised.

Offers should be sent not later than 30 July, 1953 in sealed envelopes marked "Offers for Spare Parts Manufacture" to the following address: -

*Ministry of Industry and Commerce,  
Department of Industry,  
Ismail Abaza Street,  
Cairo.*

Any further information on this subject could be obtained; between 12.00 and 13.30 every Thursday, from:

*Director-General, Department of Industry,  
Ismail Abaza Street,  
Cairo.*

*Signature  
HELMY BAIGAT BADAWY,  
Minister of Industry and Commerce.*

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## APPENDIX "A"

## PART I.—Preliminary Offers

Preliminary offers should include the following information:—

1.—Approximate prices, in Egyptian currency, including custom duties at the rates ruling at present, franc Government Stores, Cairo, of the following:—

- (a) Chassis complete with instrument panel and wind-screen.
- (b) Drivers cabin, engine hood, front mud-guards and head lamps.
- (c) Rear body complete with mud-guards, steel frame and canvas cover.
- (d) Tyres, stating kind and number of plies.
- (e) Uncharged battery.
- (f) Tool box.

2.—Proposed basis for the future pricing of locally manufactured spare-parts.

3.—The minimum number of vehicles of each type the Egyptian Government should guarantee to purchase every year, for a number of years, so that the firm will feel justified in establishing an assembly line and a spare-parts manufacture in Egypt, and for purposes of comparison it is suggested that the offers should be based on a period of 10 years. Detailed plan of the factory for the manufacture of spare-parts, which should allow for future development and expansion, will be asked for in the final offer. These vehicles will be subjected to a very heavy service and their annual mileage will be about 20,000 to 25,000 kilometers. This is given as a guide to assess the quantity of spare-parts required.

4.—A detailed list of the spare-parts the firm proposing to manufacture in Egypt, together with a detailed time programme giving dates for the start of production of each item and also the numbers produced. The range of spare-parts offered should cover all items necessary for the complete overhauling of the vehicles including such spares normally procured from other sources such as electrical equipment and fuel system.

5.—Details of major parts of the vehicles or any other parts not mentioned in (4) which the firm is ready to manufacture in the future and which will make the manufacture of vehicles in Egypt possible.

6.—Complete data on the offered vehicles as outlined in the following appendices.

7.—Programme for the training of selected Egyptian personnel in their factories.

8.—Firms are required to deliver, with the vehicles, the spare-parts necessary for their maintenance during the first two years and must give with their offers a list of such spare parts and their prices. As for the period between the end of the second year and such time when locally manufactured parts are available, firms are required to submit, in the preliminary offer, suggestions on the guarantee of the availability of spare-parts during this period.

#### PART II. Obligations on the Part of the Firms which will be asked for in the Final Offer

1.—The stores of the firm will be subject to Government inspection to ascertain the continuous availability of stocks.

2.—Locally manufactured spares should be identical in all respects to original spares as regards material and accuracy of machining. They should be subjected to the same system of inspection and control as adopted by the mother factory.

3.—The Government's representatives will be allowed to visit the firm's shops in order to supervise progress of production and to report to the Government on the fulfilment, by the firm, of its obligations as regards manufacture and production programme.

4.—In case of repeated failures due to faulty design or material, the firm will be ready to take the necessary steps to bring such failure to a stop. No major alteration in the design, however, should be introduced without obtaining first, in writing, the Government's sanction.

5.—Firms will be asked to provide, with the final offer, the necessary guarantees requested by the Government. The Government will be ready to consider any suggestions, submitted with the preliminary offers, on such guarantees.

**IMPORTANT NOTE :** Although the three main types of vehicles mentioned in this circular letter are under immediate consideration, yet firms are entitled to include in their offers, in additional clauses, any other classes of vehicles or parts that could be manufactured locally by the factory.

Such information will neither affect the main offer, nor entail any obligation on the Egyptian Government.

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# **APPENDIX 2**

## **General Data on Vehicles to be included in Offer**

- 1.—Track capacity:—
  - (a) Gross vehicle weight.
  - (b) Curb weight.
  - (c) Payload.
- 2.—Engine specifications: bore, stroke, number of cylinders, capacity (displacement), compression ratio, torque and B.H.P. characteristics, details and capacity of fuel system and cooling system.
- 3.—Fuel consumption at a cruising speed of 30 K. P.H., when the vehicle is fully loaded, and under average conditions.
- 4.—Wheel-base.
- 5.—Turning radius.
- 6.—Size and ply-rating of tyres.
- 7.—Ground clearance and height of top of chassis from ground.
- 8.—Sketch showing chassis and body dimensions, dimensions of frame sections and illustrating any other important dimensions.
- 9.—System and type of main and auxiliary transmission assemblies, and gear ratios in each. Firms are required to explain the advantages, especially in sand driving of the construction of the transmission system, particularly if any special devices are incorporated.
- 10.—Type of front and rear axles.
- 11.—Capacity, in litres, of fuel tank, oil sump, transmission cases and radiator.
- 12.—Type and capacity of clutch.
- 13.—System and type of brakes including those of hand brakes.
- 14.—Type of suspension and shock-absorbers.
- 15.—A detailed illustration of vehicle parts and assemblies with drawings.
- 16.—Maximum gradient the vehicle can climb fully loaded.
- 17.—Maximum speed of the vehicle, fully loaded, on level roads under average conditions.
- 18.—Maximum speed the vehicle can sustain on a gradient, in top gear, of 1:20, when fully loaded.

*N.B.*—Catalogues comprising the above-required details could be attached with offers



**APPENDIX "C"****General Specifications and Requirements for all Army Vehicles**

- 1.—Left hand steering.
- 2.—All wheels should be single and of the same size, and an additional wheel and tyre should be supplied with every vehicle. Tyres should be of the heavy duty type.
- 3.—Brakes should be of the hydraulic or servo-hydraulic type if necessary. They should be completely sealed from mud and sand.
- 4.—Cooling system should be of increased capacity to cope with heavy service in tropical climate. The system should be fitted with a surge or reserve tank to prevent loss of water due to boiling or surging.
- 5.—The vehicle should be able to climb, on hard ground, and when fully loaded, a gradient of 30°.
- 6.—When fully loaded, the vehicle should be able to negotiate all types of terrain including soft sand dunes, mud, and should be able to ford marshes 40 cms. deep.
- 7.—Air filters should be able to cope with sand storms and dusty weather.
- 8.—Vehicles should not be of the cab-over-engine type.
- 9.—In case of petrol engines they should be able to work satisfactorily, in tropical conditions, with fuels of 68 octane number.
10. All air vents should be provided with suitable air filters.
- 11.—Fuel tank air vent should have an "S" shape.
- 12.—Engines should be provided with efficient air filters.
- 13.—A starting handle should be provided for in addition to the usual electrical starter.
- 14.—All rear axles should be of the fully floating type.
- 15.—Gear shifting lever should not be located on the steering column.
- 16.—All differentials should be of the locking type.
- 17.—A metal plate, in Arabic, should be located in front of the driver, giving average allowed speed for each gear, and instruction on lubrication and greasing.
- 18.—Instrument panel should include a speedometer, recorder, an adjustable distance meter, fuel tank gauge, oil pressure gauge, water temperature gauge, rate of battery charging and discharging indicator. If possible, a tachometer giving engine speed should be fitted to the trial vehicle.
- 19.—Vehicle body should be specially designed for heavy duty and made of steel.
- 20.—Except for the front window, the driver's cabin should be closed and made of steel. The driver's cabin should have at the top a circular opening, on the right hand side, of about 70 cms. diameter, to allow the assistant driver to stand for observation. This opening should be fitted with a tight cover that can be easily manipulated in opening and closing.



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- 21.—Mud guards must be simple and straight and made of steel not less than  $\frac{1}{16}$  inch thickness.
- 22.—Radiator guards should be sturdy and made of steel.
- 23.—The vehicle should be fitted with two head lamps giving a straight and dipped beam, and two small separate lamps. All lamps should not be built in the mud guards and should be protected by metal screens. Rear lamps light should not be visible from above. Cabin and switch board lamps should be operated with a separate switch.
- 24.—Vehicles should be supplied with one or more fittings for inspection lamps.
- 25.—All glass should be of the reinforced type that give no splinters when broken.
- 26.—All wind screens should be fitted with automatic screen wipers and two sun shades.
- 27.—Fuel tank should have a cover with a clamp and key so attached to be loss-proof.
- 28.—Every vehicle should be provided with a power take off.
- 29.—Every vehicle should be fitted with strong front and rear bumpers of heavy steel sections.
- 30.—Every vehicle should be provided with two towing eyes in the front and a spring mounted hook, in the rear.
- 31.—Vehicle construction should be such that time for uncovering and repairing parts or adjusting them is as short as possible. In particular, the time necessary for removing the engine from the vehicle should be very short.
- 32.—The vehicle should be fitted with trailer brake and lighting connections.
- 33.—A special fitting with a lock should be provided for the tool kit.
- 34.—Upholstery and seat covers, etc., should be made of leather.
- 35.—Colour will be defined by the Government later.
- 36.—A driver's manual and maintenance manual, in Arabic, should be delivered at a rate of one per vehicle plus 20% as spare copies.
- 37.—A priced spare-parts list, in Arabic, should be delivered at a rate of one per ten vehicles plus 20% as spare copies.
- 38.—A shop manual, in Arabic, should be delivered at a rate of one copy per ten vehicles plus 20% as spare copies.

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**APPENDIX "E"****Special Specifications for the 1-Ton 4x4 General Service Pickup**

1-ton 4x4 vehicle of the military type designed for heavy duty service on all types of terrain, when fully loaded, and to fulfil, besides the general specifications in Appendix "C", the following conditions:—

- 1.—Wheel-base about 120".
- 2.—Ground clearance not less than 10".
- 3.—The truck should be fitted with four shock absorbers, (one to each wheel).
- 4.—Fuel tank capacity to allow a range of 350 km. when fully loaded at a cruising speed of 30 K.P.H. on solid ground.
- 5.—Maximum speed when fully loaded not less than 80 K.P.H. on roads.
- 6.—To tow on top gear when fully loaded a load on wheels of 2 tons at speeds ranging between 30 and 50 K.P.H. on hard roads.
- 7.—Angle of approach not less than 40°.  
Angle of departure not less than 35°.  
See Item 7, Appendix "D".
- 8.—The truck chassis to carry a steel pickup box of dimensions not less than 170 cms. x 190 cms.
- 9.—A power take off to allow the fitting of a front or rear towing winch not less than 7500 lbs. capacity.
- 10.—Vehicle tool kit should comprise tools stated in Appendix "F".

**APPENDIX "D"****Special Specifications for the 5 Cwt ( $\frac{1}{2}$  Ton) 4x4 Vehicle**

Five cwt ( $\frac{1}{2}$  ton) 4x4 vehicle of the military type for reconnaissance designed for heavy duty service on all types of terrain when fully loaded and to fulfil besides the general specifications in Appendix "C", the following conditions:—

- 1.—Sufficient room for 4 persons, or three persons with their military equipment.
- 2.—Ground clearance not less than 8".
- 3.—Should be fitted with four shock absorbers (one to each wheel).
- 4.—Fuel tank capacity to allow a range of 400 kilometres when fully loaded at a cruising speed of 50 K.P.H. on solid ground.
- 5.—Maximum speed when fully loaded not less than 90 K.P.H. on solid ground.
- 6.—To tow, on top gear, while fully loaded, a load on wheels of one ton at speeds ranging between 30 and 50 K.P.H. (on roads).
- 7.—Angle of approach not less than 40°.  
Angle of departure not less than 35°.  
Angle of approach is the angle between the tangent from the lowest point in the front bumper to the front wheel and the horizontal.  
Angle of departure is the angle between the tangent from lowest point of the rear bumper to the rear wheel and the horizontal.
- 8.—The driver's wind shield should be movable so as to coincide with the engine hood when necessary.
- 9.—The vehicle body should be provided with a water proof canvas hood held on steel post structure. The hood should be foldable with side wind screen compact and firm when closed.
- 10.—Vehicle tool kit should comprise all tools stated in Appendix "F".

**APPENDIX "E"****Special Specifications for the 1 Ton 4x4 General Service Pickup**

1 ton 4 x 4 vehicle of the military type designed for heavy duty service on all types of terrain, when fully loaded, and to fulfil, besides the general specifications in Appendix "C", the following conditions:—

- 1.—Wheel-base about 120".
- 2.—Ground clearance not less than 10".
- 3.—The truck should be fitted with four shock absorbers, (one to each wheel).
- 4.—Fuel tank capacity to allow a range of 350 km. when fully loaded at a cruising speed of 30 K.P.H. on solid ground.
- 5.—Maximum speed when fully loaded not less than 80 K.P.H. on roads.
- 6.—To tow on top gear when fully loaded a load on wheels of 2 tons at speeds ranging between 30 and 50 K.P.H. on hard roads.
- 7.—Angle of approach not less than 40°.  
Angle of departure not less than 35°.  
See Item 7, Appendix "D".
- 8.—The truck chassis to carry a steel pickup box of dimensions not less than 170 cms. x 190 cms.
- 9.—A power take off to allow the fitting of a front or rear towing winch not less than 7500 lbs. capacity.
- 10.—Vehicle tool kit should comprise tools stated in Appendix "A".

APPENDIX 'F'

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**Tool Kit for 1/2 Ton and 1 Ton Vehicles**

- 1 Tool case.
- 1 Starting handle
- 1 Foot air pump.
- 1 Lifting jack.
- 1 Set of spanners (6 pieces).
- 1 Spanner, adjustable 12".
- 1 Spanner wrench 6"
- 1 Spanner for wheel hub nuts.
- 1 Set of spanners for bleeding brakes.
- 1 Spanner for sparking plugs.
- 1 Tool for tyre valve.
- 1 Pliers 6".
- 1 Screw driver 8".
- 1 Hammer 1 lb.
- 1 Oiler.
- 2 Metal funnels for oil and petrol.
- 1 Complete inspection lamp.
- 1 Tube for brake bleeding.
- 1 Set of tyre levers.
- 1 hand grease gun.
- 1 Tyre pressure gauge.
- 1 Fire extinguisher with frame.

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# **APPENDIX "G"**

## **Special Specifications for the 3 Ton 4x4 General Service Truck**

Truck of 3 ton payload 4 x 4 of the military type designed for heavy duty service on all types of terrain when fully loaded and to fulfil, besides the general specifications in Appendix "C", the following conditions:—

- 1.—Wheel base about 155".
- 2.—Ground clearance not less than 11".
- 3.—The truck should be fitted with four shock absorbers one for each wheel.
- 4.—Fuel tank capacity to allow a range of 300 kms. when fully loaded, at a cruising speed of 50 K.P.H. on solid ground.
- 5.—Maximum speed when fully loaded not less than 80 K.P.H. on roads.
- 6.—To tow, when fully loaded on top gear, a load on wheels of 5 tons at speeds ranging between 30 and 50 K.P.H. on roads.
- 7.—Angle of approach not less than 40°. Angle of departure not less than 35°. (See Item 7 Appendix "D").
- 8.—The truck chassis to carry a steel box of dimensions not less than 190 cms. x 290 cms.
- 9.—The power take-off to allow the fitting of a front or rear towing winch, not less than 10,000 lbs. capacity.
- 10.—Vehicle tool kit should comprise all tools stated in Appendix "H".

**APPENDIX "H"****Tool Kit for 3 Ton 4 x 4 Vehicle**

- 1 Tool case.
- 1 Starting handle.
- 1 Foot air pump (large size).
- 1 Suitable lifting jack.
- 1 Set of spanners (8 pieces).
- 1 Spanner, adjustable 12".
- 1 Spanner, adjustable 15".
- 1 Spanner for wheel hub nuts.
- 1 Spanner for wheel hub.
- 1 Set of spanners for bleeding brakes.
- 1 Spanner for sparking plugs.
- 1 Tool for tyre valve.
- 1 File 6".
- 1 Screw driver 8".
- 1 Chisel 6".
- 1 Drift 6", brass.
- 1 Punch 6", steel.
- 1 Hammer 2 lb.
- 1 Oiler.
- 2 Metal funnels for oil and petrol.
- 1 Complete inspection lamp.
- 1 Tube for brake bleeding.
- 1 Set of tyre levers.
- 1 Hand grease gun.
- 1 Tyre pressure gauge.
- 1 Fire extinguisher with frame.

N.B. Tools should be of the type most suitable to the vehicles *e.g.* Spanner set measurements to cover all sizes of bolts and nuts on vehicle).



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**APPENDIX "I"****Method of Vehicle Trials****1.—Before Trial.**

- (a) To check the vehicle on manufacturers specifications.
- (b) To check the specimen vehicle on Government specifications and conditions. It is to be understood that such vehicles which do not comply with the specifications and requirements set out in these appendices will be refused.
- (c) A complete test and study of the vehicle including measuring the cylinder bores and dismantling of any assemblies the committee requires to inspect. This may be done by the firm's employees and in the presence of its representative.
- (d) The truck will be weighed and loaded to its full loading capacity.
- (e) The fuel tank and engine hood covers should be fitted with separate locks. These are to be handed over with the vehicles.
- (f) Fuel, oil and greasing refilling should be under the control of the test committee.
- (g) Firms will be asked to supply the necessary oils and lubricants required for their trucks during the whole trial period and they will be responsible for the administrative requirements of their crews and representatives.

**2.—During Trial.**

- (h) The trial route will be about 10,000 kilometres on all types of terrain in Egypt. The minimum actual driving period will be 8 hours daily.
- (i) Firms will be informed of the exact route and distances before the trial.
- (j) It is probable that vehicles will be driven along the road at comparatively high speeds with a view to subjecting them to stresses which will easily illustrate the durability of the trucks and show up any weak parts.
- (k) An account of the fuel, oil and lubricant consumption will be recorded by the committee during the test.
- (l) Any damage or failure during the trial will be recorded. Its type, place where it happened and the time required for its repairs and the spare-parts needed will be recorded.
- (m) The committee will be asked to report the vehicle performance when fording water obstacles.

**3.—After Test.**

- (n) The fuel, oil and lubricant consumption of each vehicle during the test will be forwarded as well as the spare-parts used.
- (o) Every vehicle will be inspected and a full description of its condition after test will be reported. The committee is entitled to inspect and check any part or assembly of any vehicle in the presence of the firm's representative.
- (p) The following will be worked out:—
  - (i) Rate of consumption of fuel, oil and lubricants.
  - (ii) Cruising speeds on the various types of terrain.
  - (iii) Rate of maintenance expenses incurred during the trial for maintenance and repair.

*N.B.*—All necessary repairs during the trial are to be carried out by the firms and at their expense under the control of the test committee.